

FPL MESSAGE EXAMPLES

1. Basic

A basic flight plan with no advanced equipment or services often will be no different-this flight plan is valid in both PRESENT and NEW formats.

(FPL-N12345-IG
-C172/L-SD/C
-KGAI0710
-N0110A080 DCT EMI DCT
-ZZZZ0119 KEDG
-DEST/MD31)

2. Error-Multiple Transponder Codes

Note that while multiple characters are now permitted in Field 10b, you should still file only one letter for the transponder capability. The following is INCORRECT because it includes both "A" and "C" in Field 10b. FAA systems will reject this flight plan.

(FPL-N12345-IG
-C172/L-SD/AC
-KGAI0710
-N0110A080 DCT EMI DCT
-ZZZZ0119 KEDG
-DEST/MD31)

3. Error: Filing Obsolete Data

Be careful to check out which codes are no longer accepted in Field 10a, and which ones are new or changed. The following is INCORRECT because it includes "J", which is no longer valid. It will be accepted during transition-as valid PRESENT format-but will be rejected when only NEW format flight plans are accepted.

(FPL-JZA103-IS
-CRJ9/L-SDGJW/S
-KIAH1245
-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-DAT/V REG/CFCJZ)

4. Error: Filing Inconsistent Format

Be careful to check out which codes are no longer accepted in Field 10, and which ones are new or changed. The following is INCORRECT because it includes “J” in 10a, which is valid only in PRESENT flight plans and “U1” in Field 10b, which is valid only in NEW flight plans. FAA systems will reject this flight plan.

(FPL-JZA103-IS
-CRJ9/L-SDGJW/SU1
-KIAH1245
-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-DAT/V REG/CFCJZ)

5. ADS-B

The amendment provides a means in Field 10b to file up to 3 types of ADS-B capability. The United States will use two of them: UAT, and 1090-ES. VDL will not be used in the U.S. V1 and V2 can be filed, but will not be treated as ADS-B capable.

Furthermore, the FAA will look at SUR/ to determine whether the filed capability is RTCA DO-260B or DO-282B compliant.

Finally, in order to reliably match the ADS-B reports to a flight plan, the Mode S Code should be filed in CODE/. Here is a basic flight plan indicating UAT out capability, showing DO-282B compliance and providing the Mode S address.

(FPL-N141AB-IG
-C550/L-SGDW/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-SUR/282B CODE/A0A669)

6. ADS-B, Multiple Capabilities

A flight plan can indicate 1090-ES, UAT, and/or VDL capability as follows.

(FPL-FDX734-IS
-A310/M-SDGW/SB1U2V1
-KGS00116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-SUR/260B 282B CODE/A519D9 REG/N248FE)

7. Error: Redundant ADS-B

File UAT out, or UAT in-out, but not both. Same for 1090-ES. The following is incorrect because it includes U1 and U2. FAA systems will reject this flight plan.

(FPL-N141AB-IG
-C550/L-SGDW/CU1U2
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-SUR/282B CODE/A0A669)

8. Error: Missing ADS-B Certification

The following won't be considered ADS-B capable in the U.S. because it does not indicate DO-282B certification. The flight plan will be accepted, but not considered ADS-B capable. Depending on the airspace and routes involved, a flight could be put on a less desirable route if it is not listed as ADS-B capable.

(FPL-N141AB-IG
-C550/L-SGDW/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-CODE/A0A669)

9. RVSM Capability

If the flight is approved for RVSM operations per 14 CFR, Sections 91.180 and 91.706 then indicate that approval by inserting a W in Field 10a. Any flight requesting an altitude in RVSM airspace must be approved for RVSM operations unless it meets one of the exceptions noted in the AIM Section 4-6.

(FPL-FDX734-IS
-A310/M-SDGW/CB1U2
-KGS00116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-SUR/260B 282B REG/N248FE CODE/A519D9)

10. Non-RVSM Operation in RVSM Airspace

If one of the exceptions in AIM Section 4-6 is met, the aircraft may file for an altitude in RVSM airspace when not RVSM capable. When filing into RVSM airspace under one of these exceptions, aircraft must never file a W in Field 10a.

(FPL-LN141AB-IG
-C550/L-SGD/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC NONRVSM SUR/282B CODE/A0A669)

11. Error: Inconsistent filing of RVSM Capability

The following flight plan is incorrect because it indicates the flight is RVSM approved and that it is Non-RVSM. Currently FAA systems will accept this flight plan and it is up to ATC to detect the issue. At some point Automation will be updated to reject such a flight plan.

(FPL-LN141AB-IG
-C550/L-SGDW/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC NONRVSM SUR/282B CODE/A0A669)

12. Error: Non-RVSM indicated in the wrong place

The following flight plan is incorrect because it indicates Non-RVSM somewhere other than in STS/. FAA systems will accept this flight plan, but the NONRVSM indication is in the wrong place.

(FPL-LN141AB-IG
-C550/L-SGD/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC SUR/282B CODE/A0A669
RMK/NONRVSM)

13. Performance Based Navigation: RNAV-1 (Domestic Flight)

For RNAV-1 operations the NEW flight plan format dictates filing an R in Field 10a and PBN/ in Field 18. Codes D1, D2, and D4 indicate RNAV-1 capability that is consistent with FAA AC 90-100A. Initially the FAA will continue to require the existing filing practice which means no change is necessary for domestic flights. International flights will however need both PBN/ and NAV/ information as shown below. Note that PBN/ can also be filed for domestic flights if desired (but the NAV/RNV information is still required).

(FPL-N234W-IG
-C550/L-SDGLWZ/C
-KPWM0030
-N0350F380 BRUWN2 ACK J62 RBV DCT CHS SSI3
-KJAX0119 KCRG
-NAV/RNVD1E2A1)

14. Performance Based Navigation: RNAV-1 (International Flight)

If a flight is international, it is important to include the PBN/ information to receive services from other countries.

(FPL-N234W-IG
-CRJ9/L-SDGLRWZ/C
-KIAH1245
-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-PBN/D2 NAV/RNVD1E2A1)

15. Error: "R" filed in 10a without PBN/ data

Remember to file an R in 10a to signal PBN/, and a Z in 10a to signal NAV/ information. When "R" is filed in 10a, PBN/ data must be present. The FAA and most systems in the world will reject a flight plan with an R but no PBN/.

(FPL-N234W-IG
-C550/L-SDGLRWZ/C
-KPWM0030
-N0350F380 BRUWN2 ACK J62 RBV DCT CHS SSI3
-KJAX0119 KCRG
-NAV/RNVD1E2A1)

16. Error: PBN/ and Field 10a are Inconsistent

Remember to file equipment information that is consistent with the PBN/ capability file : If you file PBN/D2 (RNAV-1 using GNSS) and do not file a G in Field 10a to indicate GNSS capability, your flight plan will likely be rejected :

(FPL-N234W-IG
-CRJ9/L- SDLRWZ/C
-KIAH1245
-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-PBN/D2 NAV/RNVD1E2A1)

17. Performance Based Navigation: RNP-10 (Ocean)

File an R in Field 10a, and PBN/A1 to indicate Oceanic RNP-10. The example below shows a flight indicating both RNP-10 and RNAV-1 capability.

(FPL-UAL43-IS
-B763/H-SDGHIRWXYZ/SB1
-KDEN0030
-N0459F320 DCT DBL DC KROST DCT OAK DCT BEBOP R464
BITTA MAGGI3
-PHNL0654 POGG
-PBN/A1D2 NAV/RNVD1E2A1 REG/N669UA EET/KZLC0041
KZOA0131 KZAK0240 PHZH0608 CODE/A8D76B)

18. Performance Based Navigation: RNP-4 ; eligible for 30/30 separation

File an R in Field 10a and PBN/L1 to indicate RNP-4 capability. To be eligible for 30/30 separation the flight must have CPDLC capability and ADS-C capability. For operations Oakland and New York Oceanic airspace, D1 is the only ADS-C capability supported. The CPDLC capabilities that can be supported are still being determined, but will include at a minimum J1, J5, and J7.

(FPL-UAL43-IS
-B763/H-SDGHIJ7RWXYZ/SB1D1
-KDEN0030
-N0459F320 DCT DBL DC KROST DCT OAK
DCT BEBOP R464 BITTA MAGGI3
-PHNL0654 POGG
-PBN/A1D2L1 NAV/RNVD1E2A1 REG/N669UA
EET/KZLC0041 KZOA0131 KZAK0240 PHZH0608
CODE/A8D76B)

19. Performance Based Navigation: RNP-4 during transition

Note that during the transition period there is no harm in filing RNP4 capability using both the NEW and PRESENT methods.

(FPL-UAL43-IS
-B763/H-SDGHIJ7RWXYZ/SB1D1
-KDEN0030
-N0459F320 DCT DBL DC KROST DCT OAK
DCT BEBOP R464 BITTA MAGGI3
-PHNL0654 POGG
-PBN/A1D2L1 NAV/RNP4 RNVD1E2A1 REG/N669UA
EET/KZLC0041 KZOA0131 KZAK0240 PHZH0608
CODE/A8D76B)

20. Special Handling-e.g. MEDEVAC

MEDEVAC is used for Life-Critical flights and will replace Lifeguard. However, for now the "L" prefix in the callsign may still be used.

(FPL-LN141AB-IG
-C550/L-SDGW/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC SUR/282B CODE/A0A669)

21. Special Handling-e.g. HAZMAT

(FPL-XYZ144-IG
-LJ35/L-SGW/C
-KADS1245
-N0440F400 WORTH5 TXO DCT ABQ J6 HEC LYNXX8
-KBUR0300
-STS/HAZMAT REG/N108JN RMK/HAZARDOUS CARGO
RADIOACTIVE PHARMACEUTICALS)

22. Error: Invalid STS/ content

Do not put any information in STS/ other than one of the approved keywords. Any additional information must be put in RMK/ as shown above. The following flight plan will be rejected:

(FPL-XYZ144-IG
-LJ35/L-SGW/CB1
-KADS1245
-N0440F400 WORTH5 TXO DCT ABQ J6 HEC LYNXX8
-KBUR0300
-STS/HAZARDOUS CARGO RADIOACTIVE
PHARMACEUTICALS SUR/260B REG/N108JN)

23. Testing some Limits

The following flight plan shows a hypothetical Field 10 that exceeds the 69 character line limit. It will be acceptable for FAA systems to break the line between Field 10a and 10b. Also acceptable would be to break between Fields 9 and 10. Also at the limit is the PBN/ field. It has become apparent that some existing aircraft can exceed the capacity of PBN/ if they try to put in all capabilities.

(FPL-N123A-IG
-B772/L-SABDE1E2E3FGHIJ1J2J3J4J5J6J7M1M2M3RWXYZ
/SB2U2V2D1G1
-KIAD2257
-N0479F350 DCT SWANN V268 BROSS J42 RBV DCT
JFK DCT PUT DCT EBONY/N0478F370 N109B DOTTY/M083F370
NATT DOGAL/M082F370 NATT BABAN/N0486F370
UN544 DEVOL UN546 STU UL9 LINDY/N0435F250 UL9
BIG/N0440F230 UL9 DVR W71 VABIK UW70 KOK DCT
-EBBR0648 EBCI
-PBN/A1B1C2D2L102S1T1 NAV/RNVD1E2A1
EET/KZNY0020 KZBW0030 CZQM0111 CZQX0146 EGGX0405 EISN0506
EGTT0549 EBBU0625
SEL/AQBG CODE/AA84CB RALT/CYYR BIKF EINN
RMK/TCAS AGCS 120 ETOPS)

24. Reasonable profile for a high-end commercial jet

New capabilities include:

1. ADS-B (1090-ES out)
2. ADS-C (FANS/1A)
3. CPDLC (FANS/1A using VDL, INMARSAT, or Iridium)
4. ACARS (WPR and PDC)
5. GBAS Landing system
6. RNP-10
7. RNP-4
8. RNAV-5
9. RNAV-2
10. RNAV-1
11. RNP-1
12. RNP Approach

(FPL-UAL999-IS

-B772/L-SADE1E3GHIJ3J5J7M1RWXYZ/SB2D1

-KIAD2257

-N0479F350 DCT SWANN V268 BROSS J42 RBV DCT

JFK DCT PUT DCT EBONY/N0478F370 N109B DOTTY/M083F370

NATT DOGAL/M082F370 NATT BABAN/N0486F370

UN544 DEVOL UN546 STU UL9 LINDY/N0435F250 UL9

BIG/N0440F230 UL9 DVR W71 VABIK UW70 KOK DCT

-EBBR0648 EBCI

-PBN/A1B1C2D2L102S1 NAV/RNVD1E2A1 SUR/260B

REG/N777UA

EET/KZNY0020 KZBW0030 CZQM0111 CZQX0146 EGGX0405 EISN0506

EGTT0549 EBBU0625

SEL/AQBG CODE/AA84CB RALT/CYYR BIKF EINN

RMK/TCAS AGCS 120 ETOPS)

CHG MESSAGE EXAMPLES

1. Change to a PRESENT flight plan equipment

(FPL-FDX734-IS
-A310/M-SDGJW/C
-KGS00116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-REG/N248FE)

(CHG-FDX734-KGS00116-KEWR-10/SDIJGW/C)

Notice that the CHG message has no Field 18, because the flight plan is in PRESENT format.

2. Change to a NEW flight plan equipment

(FPL-FDX734-IS
-A310/M-SDE1GJ2RW/SB1
-KGS00116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1 SUR/260B CODE/A519D9 REG/N248FE)

(CHG-FDX734-KGS00116-KEWR-0-10/SDE1GJ2RW/S)

Notice that because the FPL was in NEW format, the CHG must contain a Field 18. Because there was no DOF/ filed, the Field 18 is simply -0.

3. ERROR: Change introduces NEW equipment to a PRESENT flight plan

(FPL-FDX734-IS
-A310/M-SDGJW/C
-KGS00116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-REG/N248FE)

(CHG-FDX734-KGS00116-KEWR-0-10/SDIGJW/CB1D1)

4. Change to EOBT over midnight, DOF/ was filed in the FPL

(FPL-N123A-IG
-C550/L-SDE1GJ2RW/S
-KINT2344
-N0462F360 DCT CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1 DOF/121120)

(CHG-FDX734-KINT2344-KEWR-DOF/121120-13/KINT0016-18/PBN/A1D1 DOF/121121)

Then a second delay, same day. The CHG references the last EOBT and DOF provided.

(CHG-FDX734-KINT0016-KEWR-DOF/121121-13/KINT0130)

Note: In the second case, DLA could have been used instead.

(DLA-FDX734-KINT0130-KEWR-0)

5. Change to EOBT over midnight, DOF/ was not filed in the FPL

Because the FAA does not require a DOF/, if a flight plan is filed for today and then delayed after midnight, no reference to DOF/ is necessary.

(FPL-N123A-IG
-C550/L-SDE1GJ2RW/S
-KINT2344
-N0462F360 DCT CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1)

(CHG-N123A-KINT2344-KEWR-0-13/KINT0016)

Once again, DLA can be used instead:

(DLA-N123A-KINT0016-KEWR-0)

6. ERROR: Attempt to Change EOBT in Field 13 of a CHG

You cannot change the EOBT by using Field 13 in a CHG. Field 13 serves to identify the flight plan being modified; you must put the Field 13 change in a Field 22.

(FPL-N123A-IG
-C550/L-SDE1GJ2RW/S

-KINT2344
-N0462F360 DCT CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1)

(CHG-N123A-KINT0016-KEWR-0)

7. *ERROR: Attempt to Change DOF/ in Field 18 of a CHG*

(FPL-N123A-IG
-C550/L-SDE1GJ2RW/S
-KINT2344
-N0462F360 DCT CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1 DOF/121120)

(CHG-FDX734-KINT2344-KEWR-DOF/121121)